BookletChart™

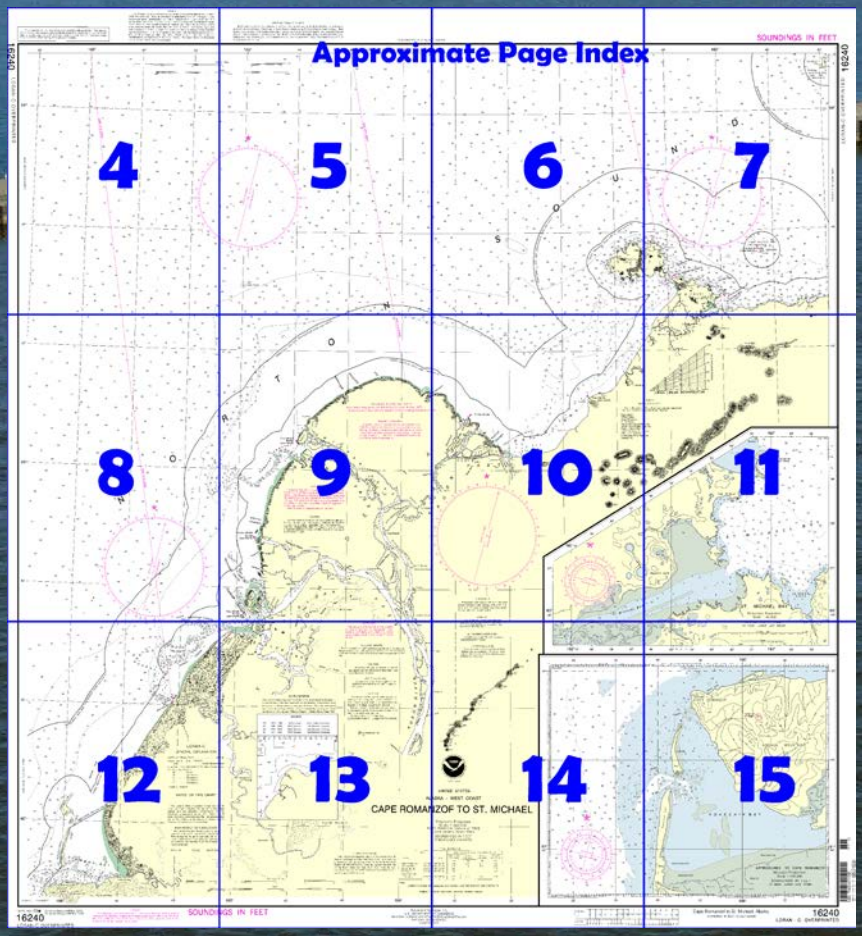
Cape Romanzof to St. Michael

NOAA Chart 16240

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

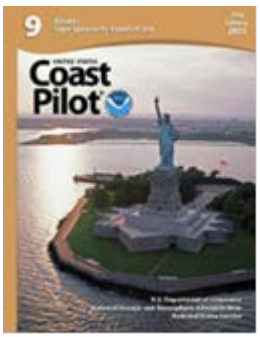
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16240.



(Selected Excerpts from Coast Pilot)
Cape Romanzof (61°48.0'N., 166°06.0'W.), 85 miles N of Nunivak Island, is a bold and prominent headland with cliffs rising abruptly from the water over 1,200 feet along its W face; at the sharp extremity of the cape are remarkable perpendicular shafts of rocks on the side of the cliff. The cape is the W termination of the **Askinuk Mountains**; the highest 2,363 feet is about 5 miles from the cape, and can be seen a considerable distance at sea. An aero radiobeacon is on the cape.
Current.–Past observations showed a diurnal tidal current velocity of nearly 0.5 knot about 7 miles SW of Cape Romanzof.
Wind effects are important at this location. Continued strong S winds will cause the current to set N continuously for days at a time, and a similar S current results from N winds. The greatest velocities during nearly a month of hourly surface observations were 2.2 knots N and 2 knots S; in each case the current was setting approximately with a wind of about 40 knots.
The S end of Sand Islands is 4.5 miles NE of Cape Romanzof. These two islands, Neragon Island and Krekatok Island, extend in a general N and S direction about 13 miles, including the interval between them. The N island is mostly covered at high water.
The coast trends in an E direction from Cape Romanzof 15 miles to the mouth of **Kun River**, and throughout most of this distance is bordered by abrupt cliffs and hills gradually diminishing in elevation.
Scammon Bay, entered between Cape Romanzof and Neragon Island, is very shoal with numerous bars bare at low water. There are two small coves along its S side, **Windy Cove** and **Edmonds Cove**, respectively 1 and 9 miles from Cape Romanzof, but both are quite shoal. **Kongishluk Bay** is the native name for Edmonds Cove. A limited area with depths of 5 fathoms is just S and E of the S end of Neragon Island, and a channel of the same depth leads into it and passes about 2.2. miles N of Cape Romanzof. A narrow channel with a minimum depth of about 1½ fathoms continues through Scammon Bay and into the Kun River. The depths are from 2 to 4 fathoms off Cape Romanzof, but the water shoals quickly NE, so there is little protection except for very light draft boats. A large shoal area with breakers is about halfway between the cape and Neragon Island, and another shoal with less than 2 fathoms is 2.5 miles 338° from the cape. Along the highland forming the S shore of Scammon Bay the water is 1 fathom or less in depth throughout its length, except just inside Cape Romanzof.
The river discharges by many mouths through the delta. The bars at the entrances have little depth, and the channels through the flats are narrow, crooked, and bordered by shoals bare at low water. They are also subject to constant change. Apoon Pass is the entrance used by the river boats.
The 3-fathom curve is about 6 miles off Cape Romanzof and about 18 miles off the Yukon Delta and the shore of Pastol Bay, then comes close in to the shore of Stuart Island. From the cape to the delta, detached shoals with depths of 2¾ to 6 fathoms are as much as 30 miles from shore. Deep-draft vessels should avoid depths less than 8 fathoms.
There are several settlements along the passes of the Yukon Delta. Strangers are advised to seek local knowledge before entering the Yukon Delta passes. Local independent pilots from Alakanuk and other settlements upriver monitor VHF-FM channel 16; telephone (907) 238-3629.
Yukon Delta National Wildlife Refuge extends from Kuskokwim Bay N to St. Michael Island and includes Nunivak Island. The refuge is a Marine Protected Area.
Currents varying from 0.5 to 1.5 knots have been observed in the delta channels. Greater velocities occur in the bar channels and up the river; none observed exceeded 3 knots.
The prevailing **winds** in summer are NE, E, and SE. The strong blows are from the same directions, the most severe being the strong E winds that funnel from the Yukon Valley down low Unalakleet River Valley. In winter, 50-knot winds are common. The area has considerable mist and rain.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Nov. 29/03
Corrected through LNM Nov. 11/03

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HEIGHTS

Elevation of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Nome, Ak	WXJ-62	162.55 MHz

Polyconic Projection
Scale 1:300,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.
PULSE REPETITION INTERVAL
9990 ....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M .....Master
W .....Secondary
X .....Secondary
Y .....Secondary
Z .....Secondary
EXAMPLE: 9990-X

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.826" southward and 8.646" westward to agree with this chart.

CAUTION

Extreme caution should be exercised while navigating in the area of this chart. The bottom is subject to constant change and shoaling, especially near river entrances. In addition, mirage often distorts the appearance of the land and greatly reduces the dependability of positions obtained by astronomic sights.

NOTE B

AIDS TO NAVIGATION

Aids to Navigation at the following places are maintained from July 1 to Nov 1 or as otherwise indicated:

Egg Island
Whale Island
Cape Stephens
Pt. Romanof
Yukon River North Entrance
Yukon River Middle Entrance
Kwiguk Pass Entrance
Yukon River South Entrance
Black River Entrance
Kakuktahuk Pass Entrance
Sheldon Pt.

MAGNETIC VARIATION

Magnetic variation curves are for 2003 derived from 2000 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

TIDAL INFORMATION

Place Name	(Lat/Long)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Cape Romanzof	61°49'N/166°05'W	6.8	5.9	0.7	-3.0
Kwiklauk Pass	62°37'N/164°51'W	2.3	1.5	0.1	-3.0
Apoon Mouth	63°03'N/163°23'W	4.0	-	-	-3.0
St. Michael	63°29'N/162°02'W	3.9	-	-	-3.0
Kawanak Pass Entrance	63°02'N/164°28'W	2.7	1.7	0.2	-3.0

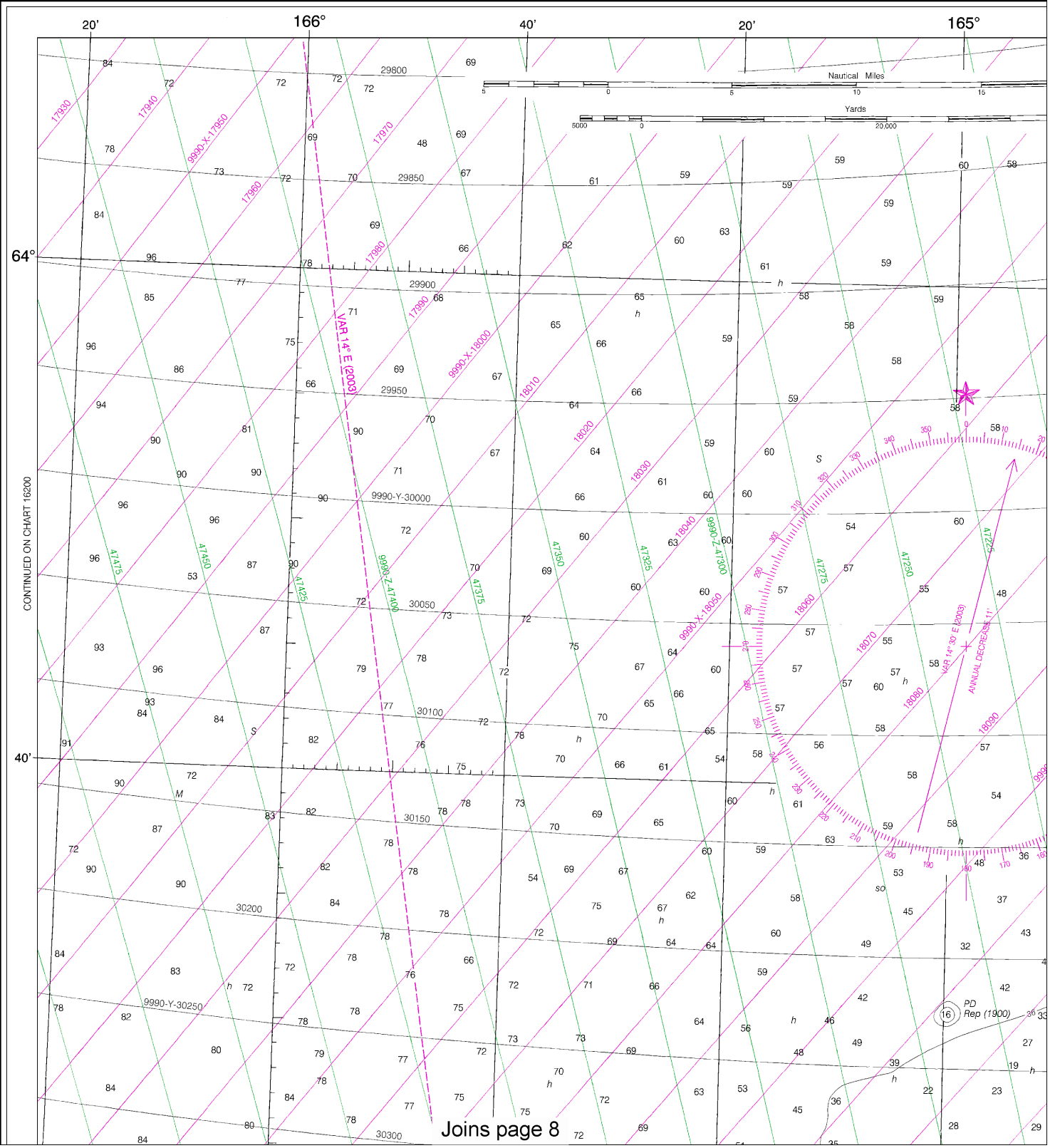
(1102)

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

16240 LORAN-C OVERPRINTED



4

Note: Chart grid lines are aligned with true north.

PRINT-ON-DEMAND CHARTS

anGrafix, offer this chart updated weekly by NOAA for Notices to Mariners
rts are printed when ordered using Print-on-Demand technology. New
ks before their release as traditional NOAA charts. Ask your chart agent
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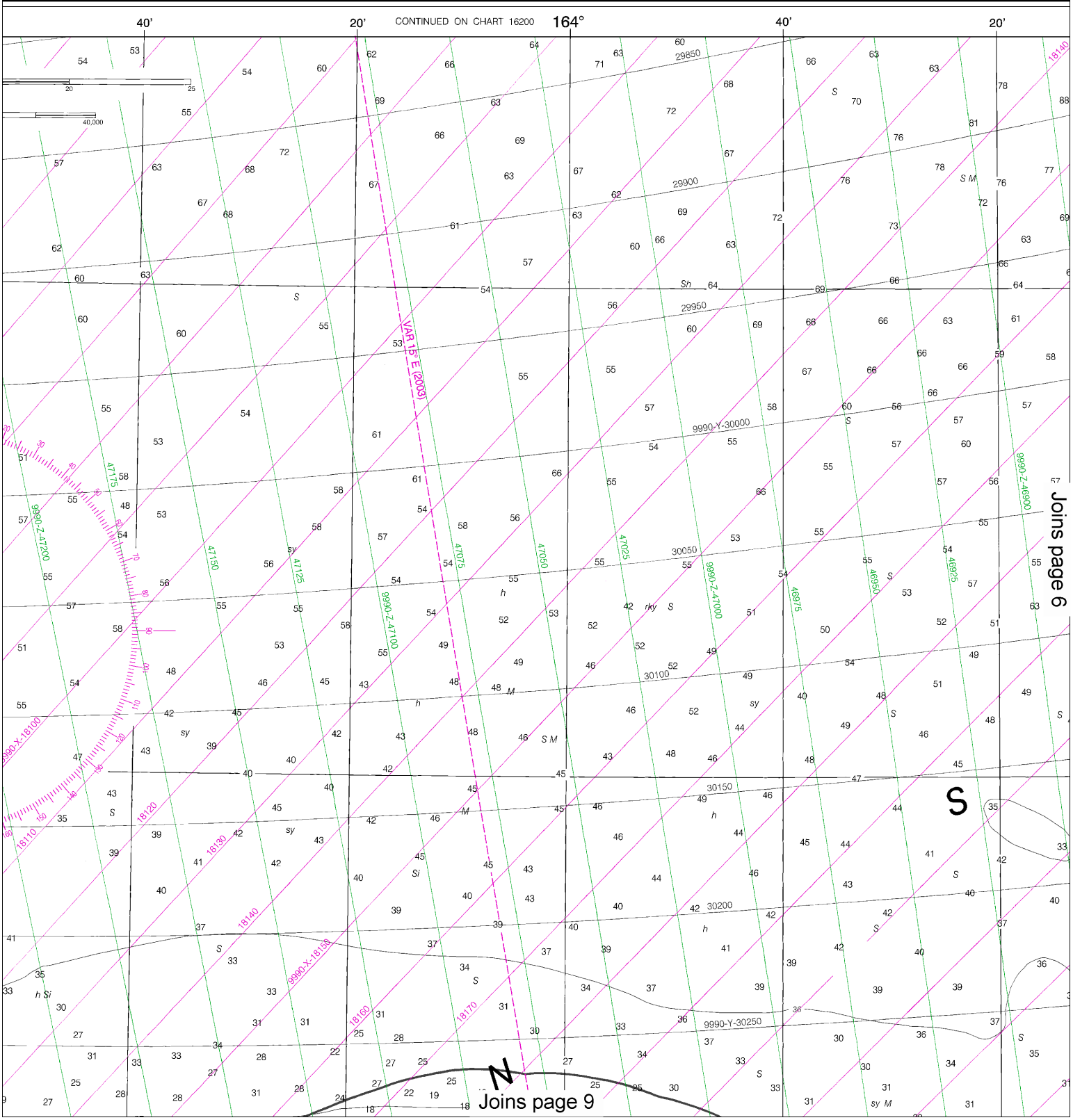
Formerly C&GS 9370, 1st Ed., May 1899 Kapp 2454



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:400000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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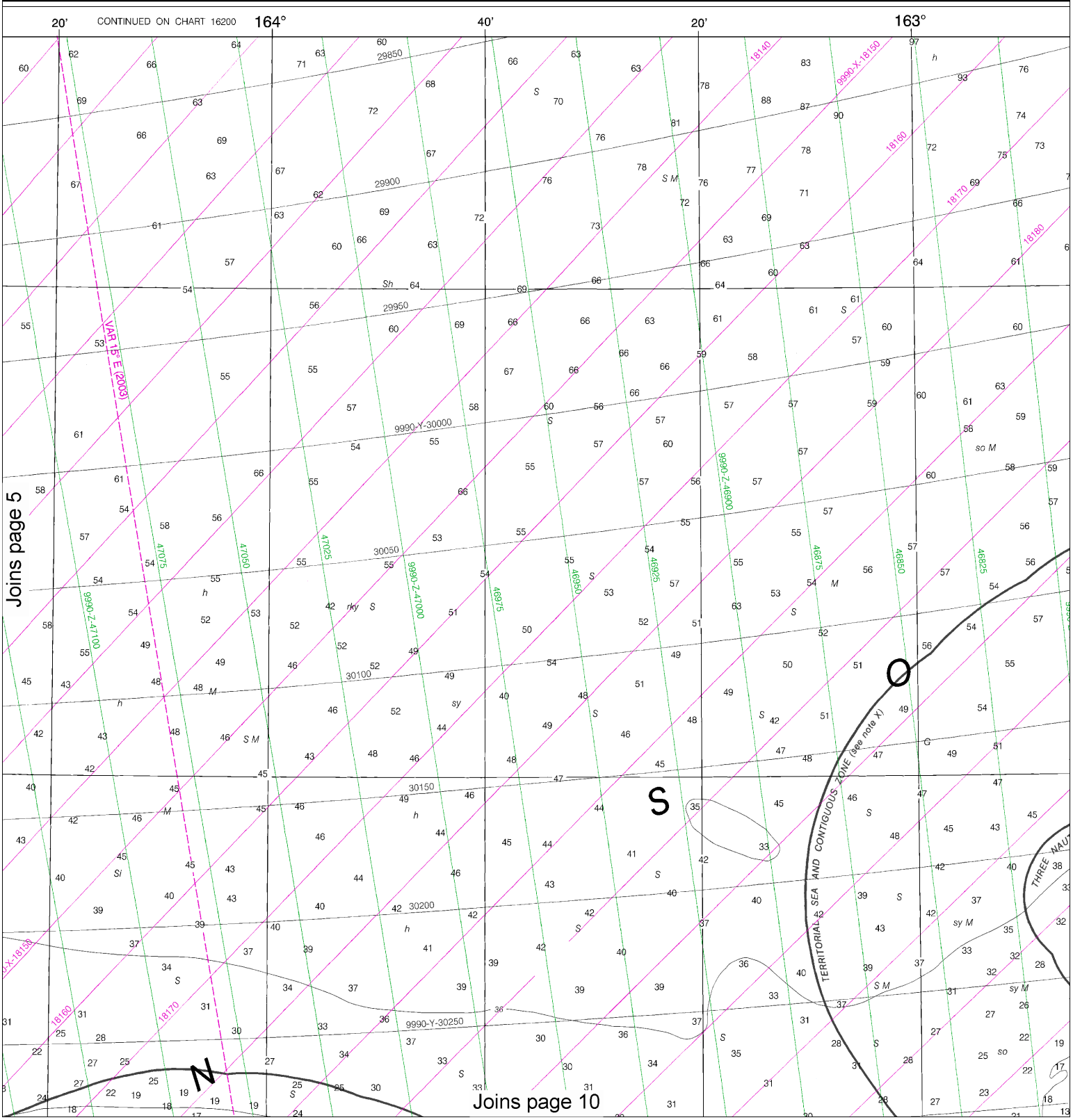
Formerly C&GS 9370, 1st Ed., May 1899 Kapp 2454



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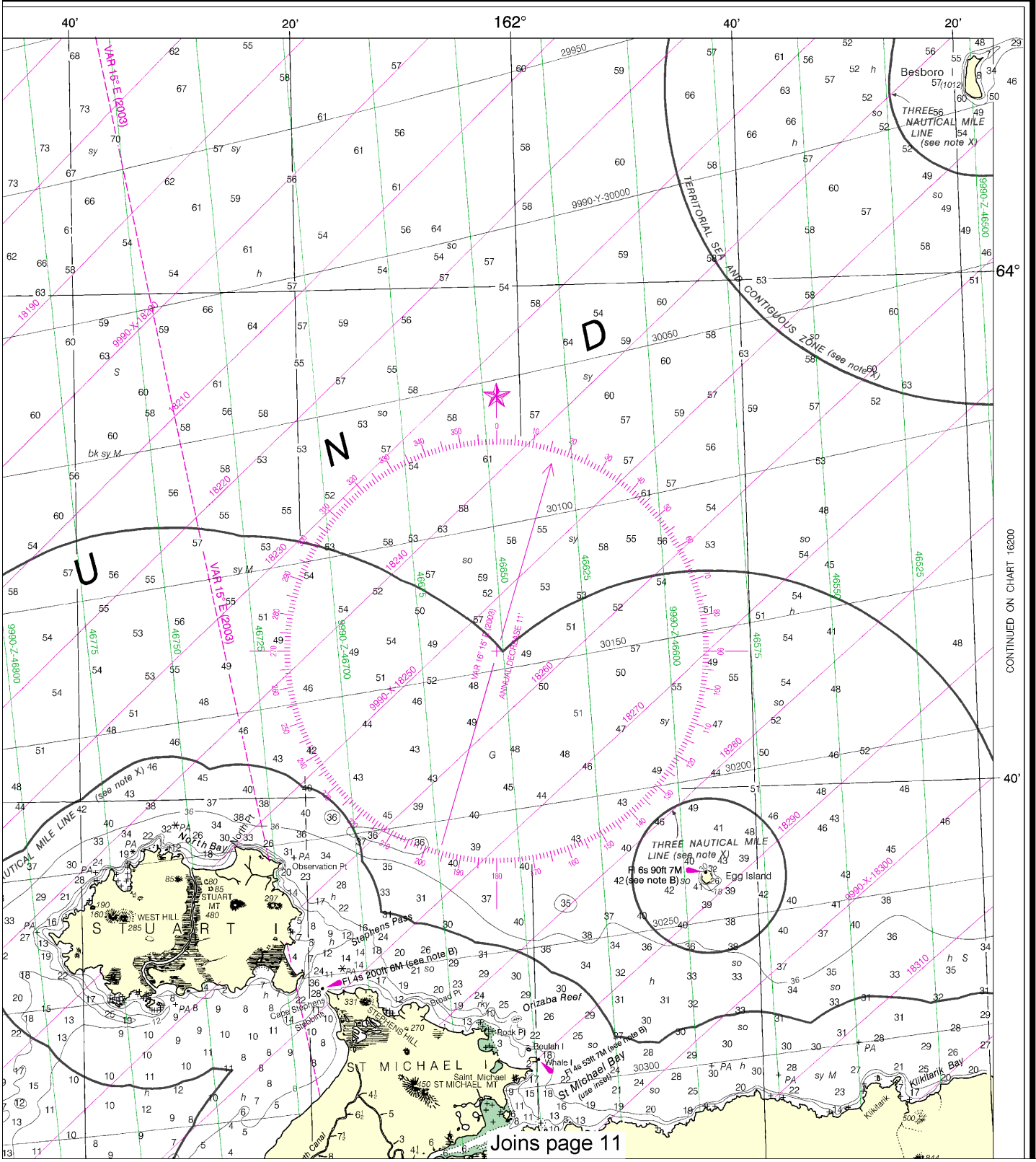
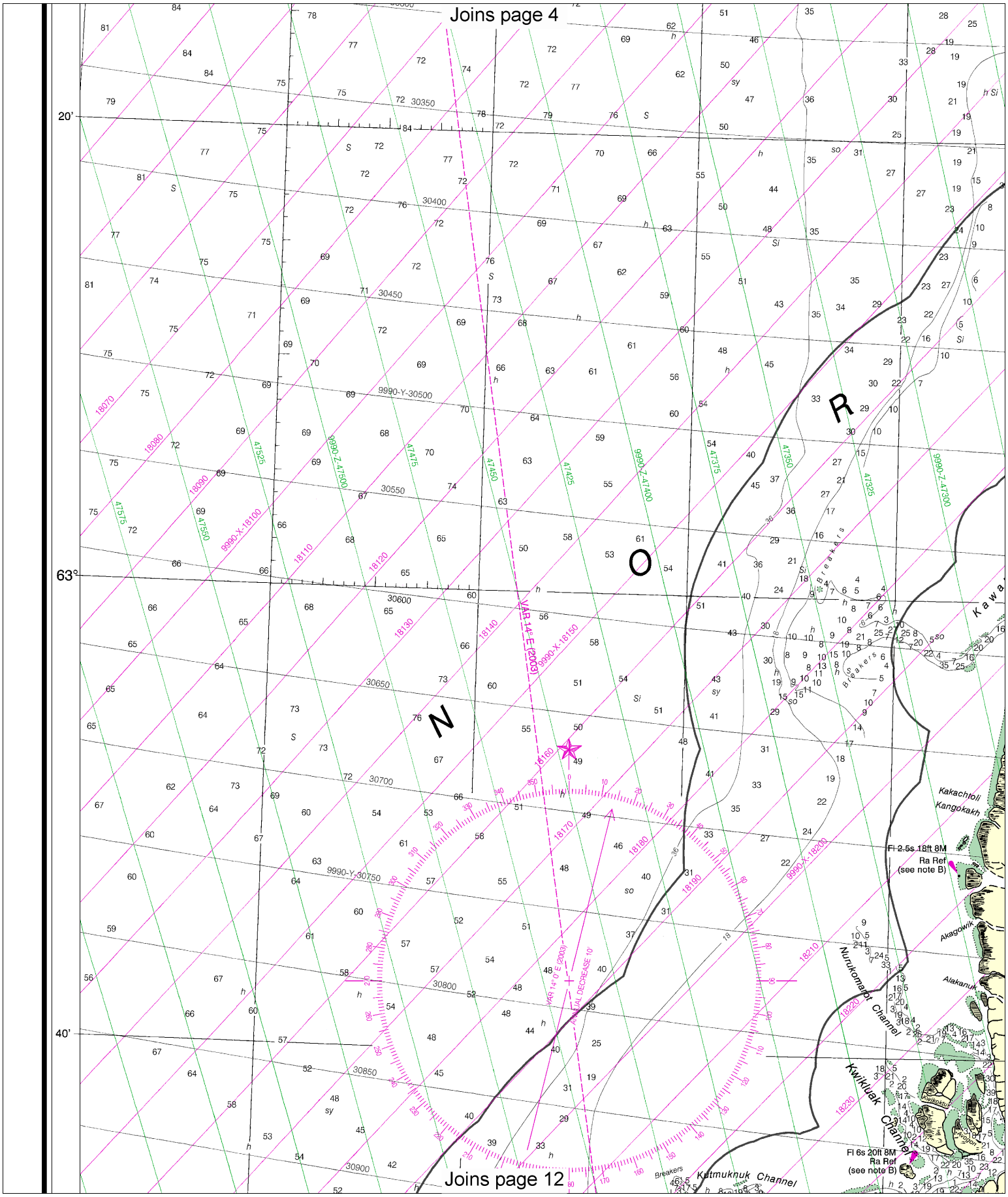
Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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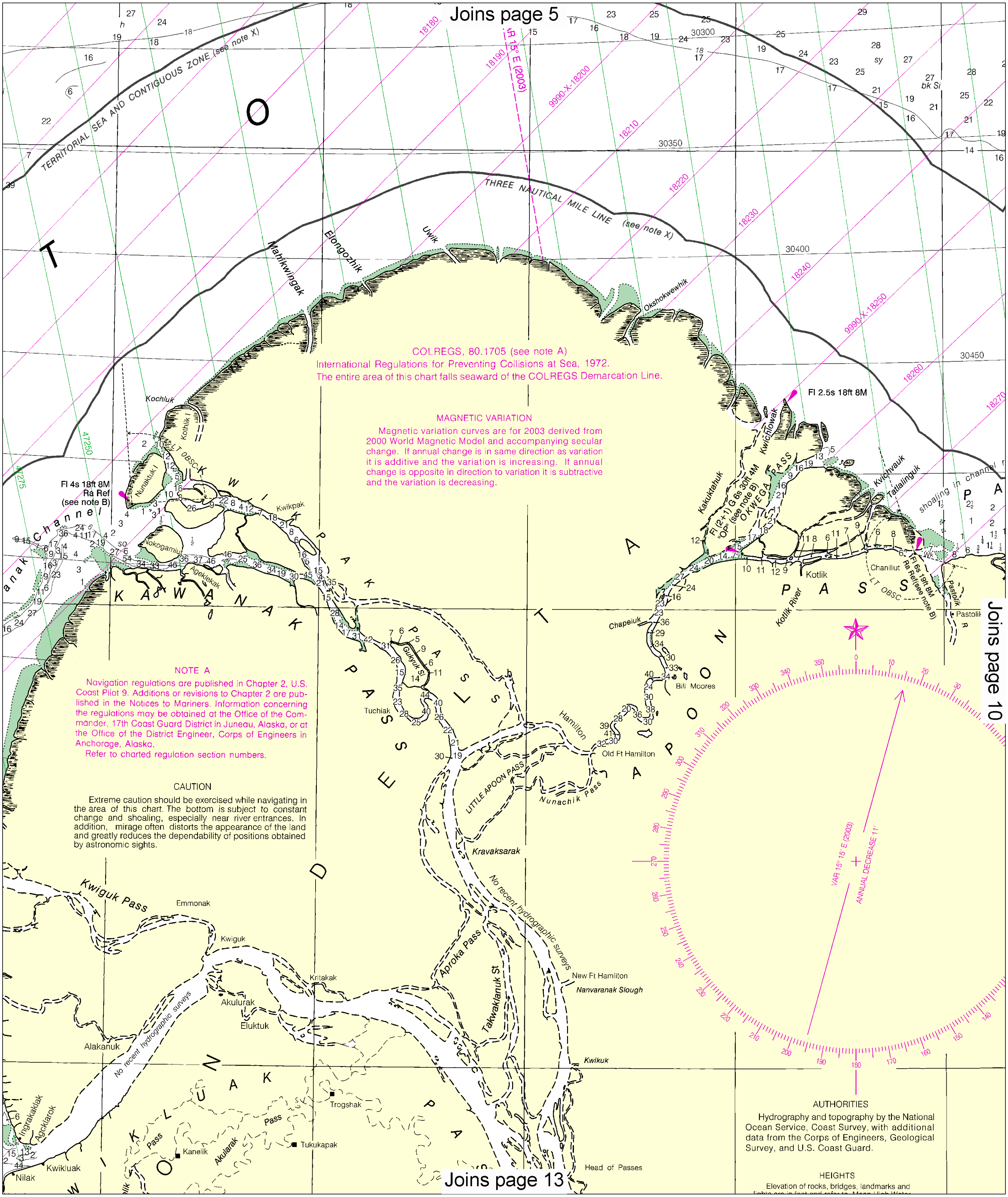
Note: Chart grid lines are aligned with true north.



Joins page 5
Joins page 10
Joins page 13
TERRITORIAL SEA AND CONTIGUOUS ZONE (see note X)
THREE NAUTICAL MILE LINE (see note X)
COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
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MAGNETIC VARIATION
Magnetic variation curves are for 2003 derived from 2000 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.
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Refer to charted regulation section numbers.
CAUTION
Extreme caution should be exercised while navigating in the area of this chart. The bottom is subject to constant change and shoaling, especially near river entrances. In addition, mirage often distorts the appearance of the land and greatly reduces the dependability of positions obtained by astronomic sights.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.
HEIGHTS
Elevation of rocks, bridges, landmarks and
VAR 15° 15' E (2003)
ANNUAL DECREASE 11'
Fl 4s 18ft 8M
Ra Ref
(see note B)
Fl 2.5s 18ft 8M
Fl (2+1) G 6s 30ft 4M
"OP" (see note B)
Fl 6s 19ft 8M
Ra Ref (see note B)
KWIKPAK PASS
APOON PASS
OKWEGA PASS
PASTOL
KAWANAK
DEL PASS
LITTLE APOON PASS
Nunachik Pass
Kwiguk Pass
Aproka Pass
Takwaklanuk St
No recent hydrographic surveys
shoaling in channel
LT OBSC
Mahlkwingak
Elongozhik
Uwik
Okshokwewhik
Kochluk
Kothlik I
Nunaktuk I
Kwikpak
Yokogamiut
Ageklekak
Gukyuk St
Tuchiak
Kakuktahuk
Kwichlowak
Kvichvauk
Tatlalinguk
Kotlik
Kotlik River
Chaniliut
Pastolik
Chapeiuk
Bill Moores
Hamilton
Old Ft Hamilton
Kravaksarak
Emmonak
Kwiguk
Kritakak
Akulurak
Eluktuk
Alakanuk
New Ft Hamilton
Nanvaranak Slough
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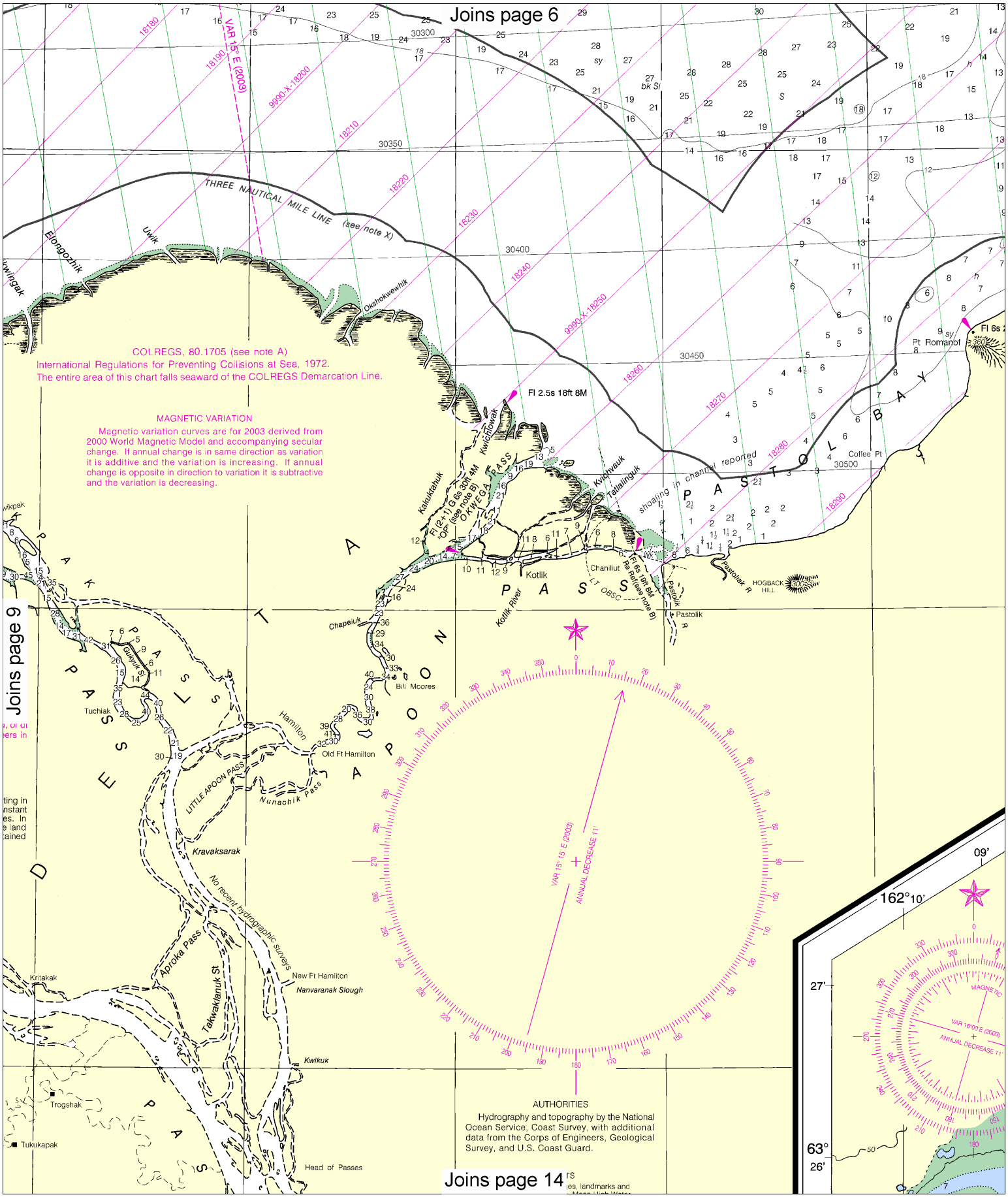
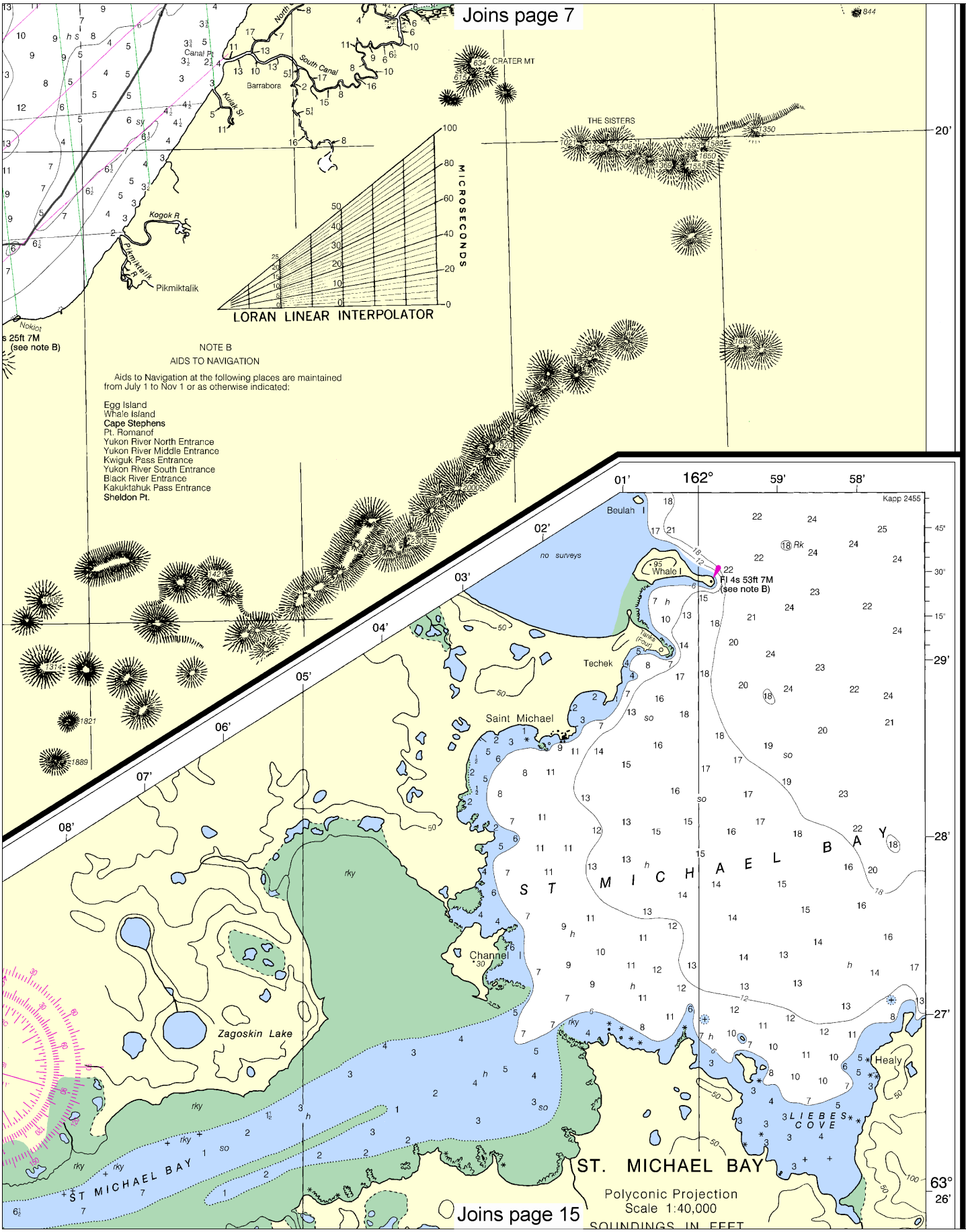
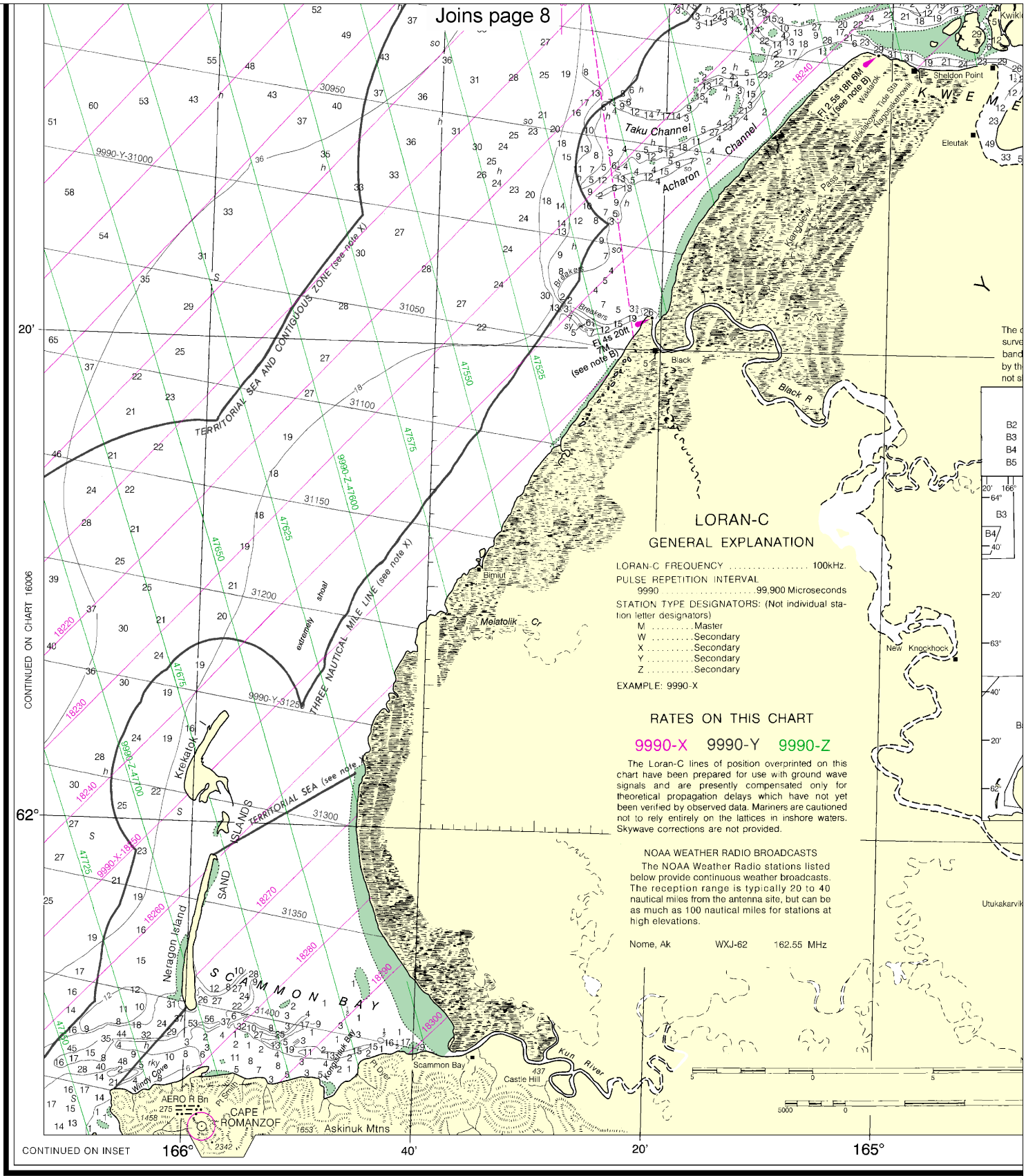
Ingrakaklak
Agcklarok
Kwikluak
Nilak
Head of Passes



10

Note: Chart grid lines are aligned with true north.


Joins page 7
CRATER MT
THE SISTERS
Barrabora
North Canal
South Canal
Canal Pt
Kuuk Sl
Kagok R
Pikmiktalik R
Pikmiktalik
LORAN LINEAR INTERPOLATOR
MICROSECONDS
NOTE B
AIDS TO NAVIGATION
Aids to Navigation at the following places are maintained from July 1 to Nov 1 or as otherwise indicated:
Egg Island
Whale Island
Cape Stephens
Pt. Romanof
Yukon River North Entrance
Yukon River Middle Entrance
Kwiguk Pass Entrance
Yukon River South Entrance
Black River Entrance
Kakuktahuk Pass Entrance
Sheldon Pt.
s 25ft 7M
(see note B)
162°
01'
02'
03'
04'
05'
06'
07'
08'
59'
58'
20'
30'
15'
29'
28'
27'
63°
26'
Kapp 2455
Beulah I
no surveys
Whale I
Fl 4s 53ft 7M
(see note B)
Techek
Saint Michael
ST MICHAEL BAY
Channel I
Zagoskin Lake
Healy
LIEBES COVE
ST. MICHAEL BAY
Polyconic Projection
Scale 1:40,000
SOUNDINGS IN FEET
Joins page 15



10th Ed., Nov./ 03 ■ Corrected through NM Nov. 29/03
Corrected through LNM Nov. 11/03

16240

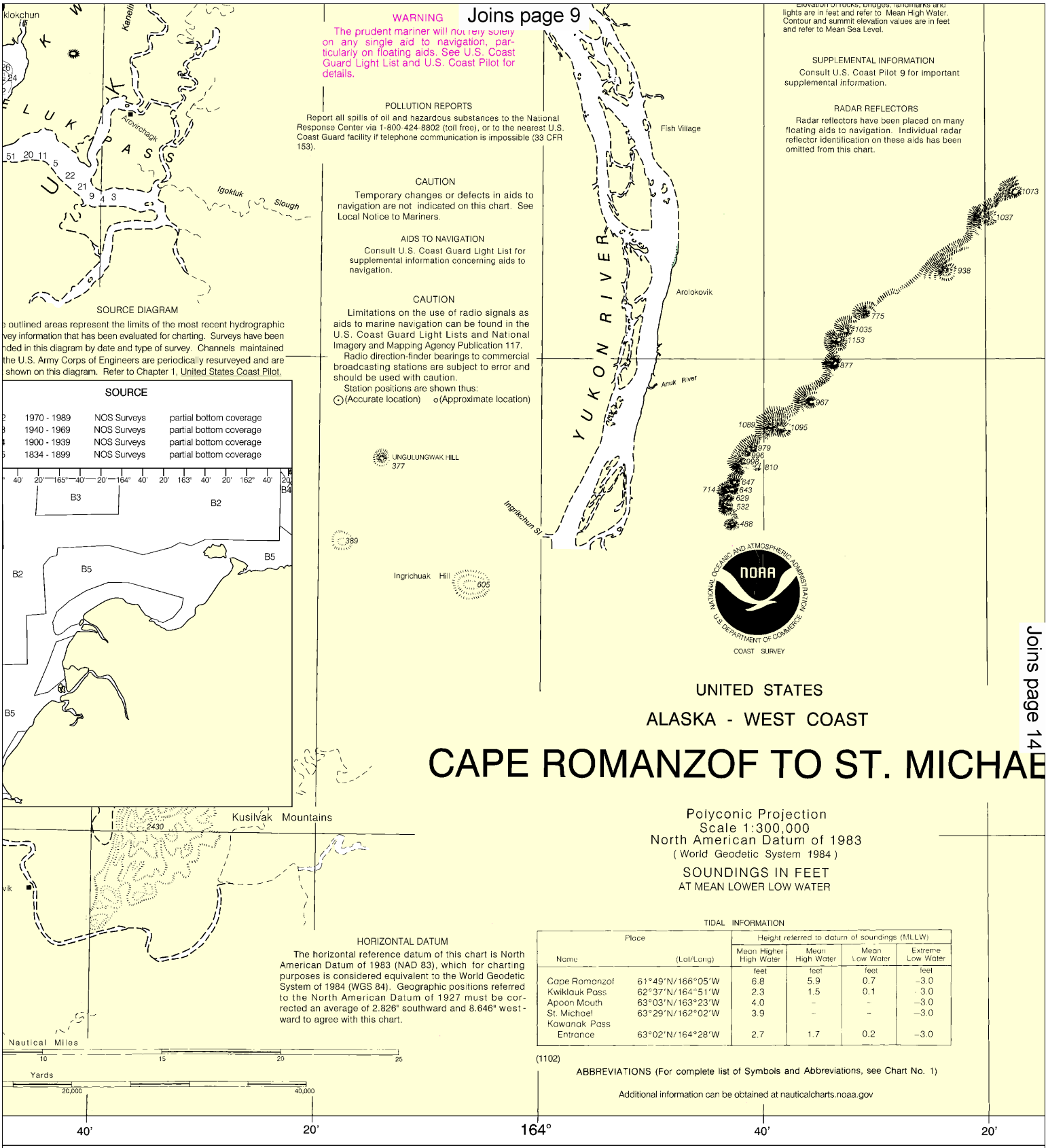
LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 10

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

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CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SUPPLEMENTAL INFORMATION

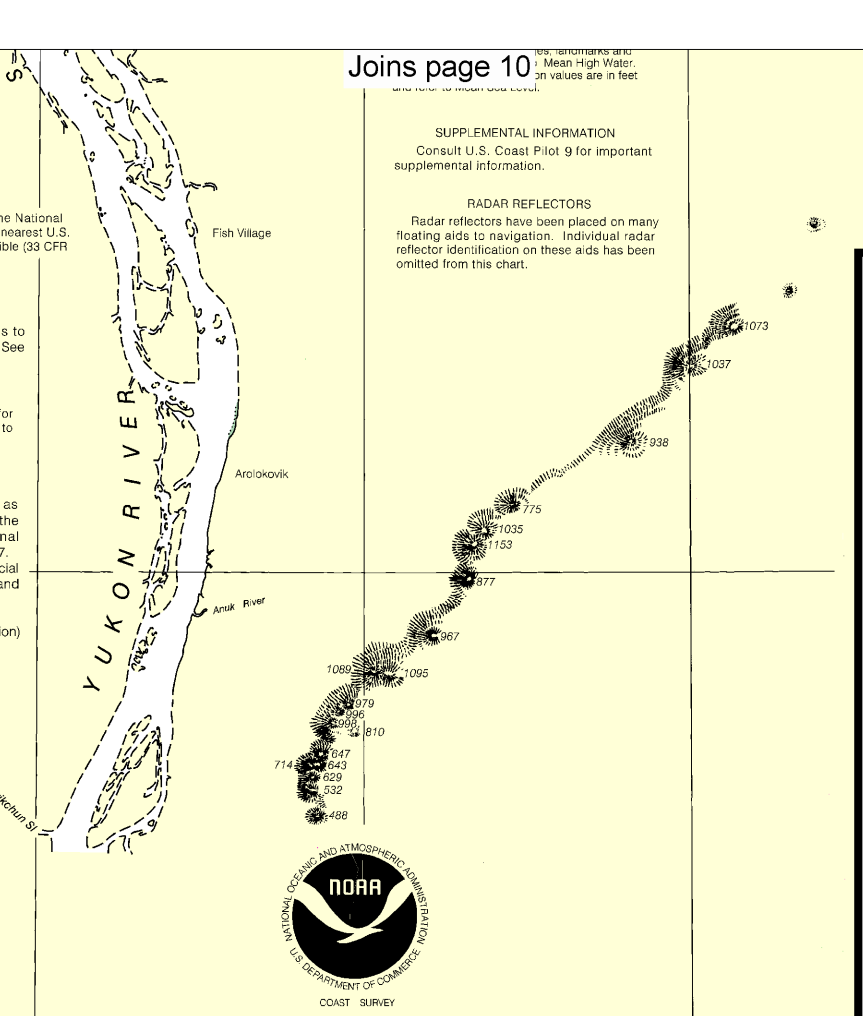
Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Mean High Water.

values are in feet



NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ALASKA - WEST COAST

CAPE ROMANZOF TO ST. MICHAEL

Polyconic Projection
Scale 1:300,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Joins page 13

HORIZONTAL DATUM

The horizontal reference datum of this chart is North erican Datum of 1983 (NAD 83), which for charting poses is considered equivalent to the World Geodetic tem of 1984 (WGS 84). Geographic positions referred he North American Datum of 1927 must be cor- ted an average of 2.826" southward and 8.646" west- d to agree with this chart.

TIDAL INFORMATION

Place Name	(Lat/Long)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Cape Romanzof	61°49'N/166°05'W	6.8	5.9	0.7	-3.0
Kwiklauk Pass	62°37'N/164°51'W	2.3	1.5	0.1	-3.0
Apoon Mouth	63°03'N/163°23'W	4.0	-	-	-3.0
St. Michael	63°29'N/162°02'W	3.9	-	-	-3.0
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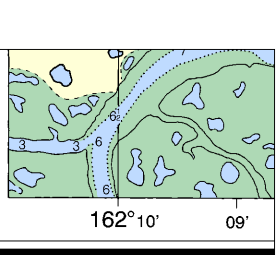
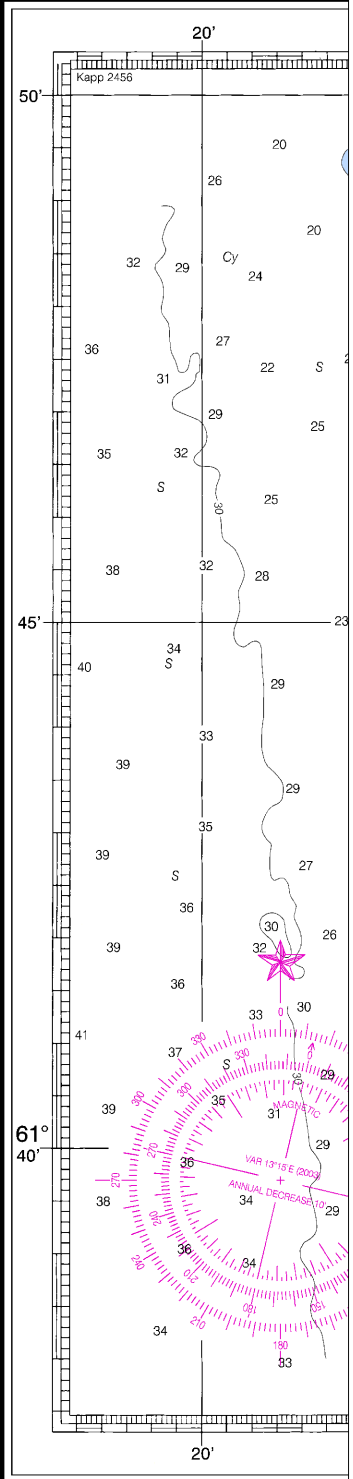
(1102)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

Additional information can be obtained at nauticalcharts.noaa.gov

20' 164° 40' 20'





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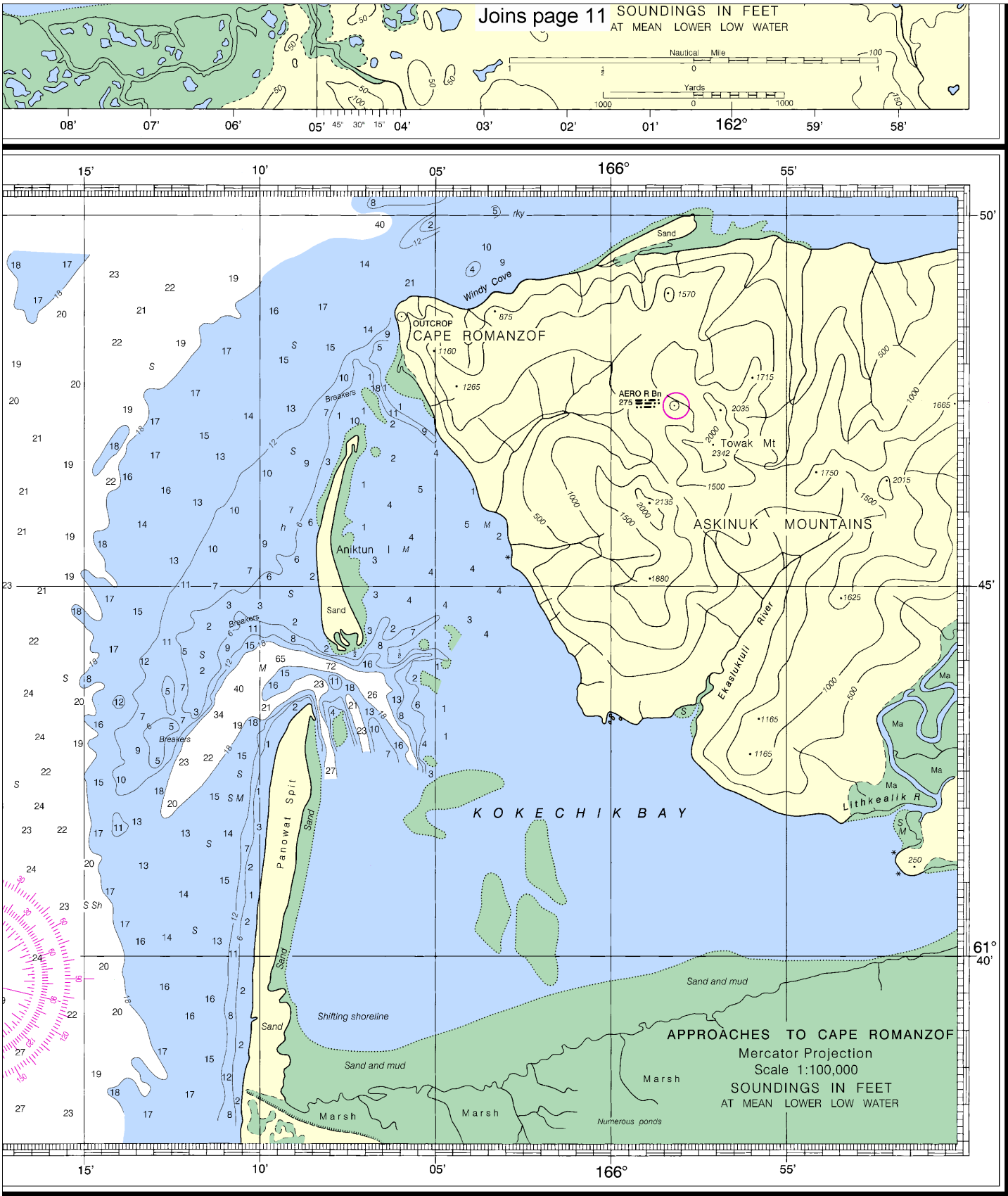
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1		2
FEET	6		12
METERS	1	2	3 4

Note: Chart grid lines are aligned with true north.



Cape Romanzof to St. Michael, Alaska

SOUNDINGS IN FEET - SCALE 1:300,000

16240

LORAN - C OVERPRINTED

ED. NO. 10

NSN 7642014011266

NIMA REFERENCE NO. 16BCO16240

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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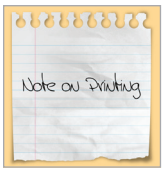

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